

**2002**

**Virginia Department of Transportation**

**Daily Traffic Volume Estimates**

**Including Vehicle Classification Estimates**

where available

**Jurisdiction Report**

**77**

Pulaski County  
Town of Pulaski  
Town of Dublin

Prepared By

**Virginia Department of Transportation**

**Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation**

**Federal Highway Administration**

Virginia Department of Transportation  
Mobility Management Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

### **Parallel Roads**

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

## Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

### QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

### QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**Peak Hour:** The estimate of the traffic volume for the 30<sup>th</sup> highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.





**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

## Route Shield Legend

### Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

### Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wye - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
Mobility Management Division  
2002  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Pulaski Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Pulaski County																	
<div><div>11</div><div>81</div></div>	2.68	Combined Traffic: 37000	F	From:	Wythe County Line					F	0.070	F	0.522	36000	F		
				To:	See I-81 for directional traffic volume estimates for this segment.												
<div>11</div>	3.85	3100	F	From:	SR 100					C	0.095	F	0.522	3200	F	2002	
				To:	Functional Class Change												
<div>11</div>				From:	SCL Pulaski												
				To:	SCL Pulaski												
Town of Pulaski																	
<div>11</div>	Washington Ave	0.71	3600	F	From:	SCL Pulaski					F	0.092	F	0.647	3800	F	2002
					To:	2nd St											
<div>11</div>	Washington St	0.30	5900	F	From:	2nd St					C	0.087	F	0.633	6200	F	2002
					To:	Main St											
<div>11</div>	Washington Ave	0.22	5400	F	From:	Main St					F	0.098	F	0.627	5700	F	2002
					To:	5th St											
<div>11</div>	5th St	0.20	8300	F	From:	Washington Ave					F	0.087	F	0.51	8800	F	2002
					To:	Lee Hwy											
<div>11</div>	Lee Hwy	0.84	12000	F	From:	5th St					C	0.089	F	0.549	12000	F	2002
					To:	Alum Spring Rd											
<div>11</div>	Lee Hwy	1.60	13000	F	From:	Alum Spring Rd					F	0.09	F	0.509	13000	F	2002
					To:	ECL Pulaski											
Pulaski County																	
<div>11</div>	2.49	15000	F	From:	ECL Pulaski					F	0.083	F	0.555	15000	F	2002	
				To:	77-643												
<div>11</div>	1.53	15000	F	From:	77-643					F	0.084	F	0.546	15000	F	2002	
				To:	WCL Dublin												
Town of Dublin																	
<div>11</div>	0.16	15000	N	From:	WCL Dublin					N	0.084	N	0.546	15000	N	2002	
				To:	SR 100												
<div>11</div>	0.97	16000	F	From:	SR 100					F	0.091	F	0.510	17000	F	2002	
				To:	ECL Dublin												
Pulaski County																	
<div>11</div>	1.19	16000	N	From:	ECL Dublin					N	0.091	N	0.510	17000	N	2002	
				To:	77-1085												
<div>11</div>	2.68	14000	A	From:	77-1085					A	0.103	A	0.615	15000	A	2002	
				To:	77-747 East of Dublin												
<div>11</div>	1.99	17000	F	From:	77-747 East of Dublin					C	0.093	F	0.541	18000	F	2002	
				To:	SR 114 West of Radford												
<div>11</div>	0.29	21000	F	From:	SR 114 West of Radford					F	0.088	F	0.595	22000	F	2002	
				To:	77-600 West of Radford												
<div>11</div>	0.46	25000	F	From:	77-600 West of Radford					F	0.087	F	0.524	26000	F	2002	
				To:	Montgomery County Line												
North																	
<div>81</div>	2.68	18000	F	From:	Wythe County Line					F	0.082	F		18000	F	2002	
				To:	Combined Traffic: 37000												
<div>81</div>	0.14	21000	N	From:	US 11					N	0.104	N		20000	N	2002	
				To:	Combined Traffic: 39000												
<div>81</div>			N	From:	SR 100					N	0.080	N	0.68	38000	N		
				To:													

Virginia Department of Transportation  
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2002  
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Pulaski Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Pulaski County																	
North 81				From	SR 100												
	2.11	21000	F	68%	1%	2%	1%	27%	2%	F	0.104	F		20000	F	2002	
	Combined Traffic:	57000	F	69%	1%	2%	1%	26%	2%	F	0.080	F	0.68	56000	F		
North 81				To	RT F-47 S INT												
	1.67	17000	F	68%	1%	2%	1%	27%	2%	F	0.101	F		17000	F	2002	
	Combined Traffic:	36000	F	69%	1%	2%	1%	26%	2%	F	0.078	F	0.594	35000	F		
North 81				To	SR 99												
	4.35	19000	F	68%	1%	2%	1%	27%	2%	F	0.071	F		19000	F	2002	
	Combined Traffic:	37000	F	69%	1%	2%	1%	26%	2%	F	0.072	F	0.643	37000	F		
North 81				To	SR 100												
	2.59	22000	F	68%	1%	2%	1%	27%	2%	F	0.069	F		21000	F	2002	
	Combined Traffic:	43000	F	69%	1%	2%	1%	26%	2%	F	0.069	F		42000	F		
North 81				To	77-660												
	4.00	22000	F	68%	1%	2%	1%	27%	2%	F	0.071	F		22000	F	2002	
	Combined Traffic:	42000	F	69%	1%	2%	1%	26%	2%	F	0.071	F		42000	F		
South 81				To	Montgomery County Line												
	2.71	18000	F	70%	1%	2%	1%	25%	2%	F	0.074	F		18000	F	2002	
	Combined Traffic:	37000	F	69%	1%	2%	1%	26%	2%	F	NA			36000	F		
South 81				To	US 11												
	2.77	18000	F	70%	1%	2%	1%	25%	2%	F	0.078	F		18000	F	2002	
	Combined Traffic:	39000	F	69%	1%	2%	1%	26%	2%	F	NA			38000	F		
South 81				To	Connector Road F-327												
	1.91	18000	F	70%	1%	2%	1%	25%	2%	F	0.08	F		18000	F	2002	
	Combined Traffic:	36000	F	69%	1%	2%	1%	26%	2%	F	NA			35000	F		
South 81				To	SR 99												
	4.39	18000	F	70%	1%	2%	1%	25%	2%	F	0.078	F		18000	F	2002	
	Combined Traffic:	37000	F	69%	1%	2%	1%	26%	2%	F	NA			37000	F		
South 81				To	SR 100												
	2.40	21000	F	70%	1%	2%	1%	25%	2%	F	0.073	F		21000	F	2002	
	Combined Traffic:	43000	F	69%	1%	2%	1%	26%	2%	F	NA			42000	F		
South 81				To	77-660												
	3.62	21000	F	70%	1%	2%	1%	25%	2%	F	0.074	F		20000	F	2002	
	Combined Traffic:	42000	F	69%	1%	2%	1%	26%	2%	F	NA			42000	F		
				To	Montgomery County Line												
	Town of Pulaski																
99 Randolph Ave				From	NCL Pulaski												
	0.68	1600	F	98%	1%	1%	0%	1%	0%	F	0.1	F	0.582	1700	F	2002	
				To	9th St												
99 Randolph Ave				From	9th St												
	0.47	3600	F	98%	1%	1%	0%	1%	0%	C	0.088	F	0.501	3800	F	2002	
				To	3Rd St												
99 Randolph Ave				From	3Rd St												
	0.08	4000	F	98%	1%	1%	0%	1%	0%	F	0.083	F	0.724	4300	F	2002	
	Combined Traffic:	0	F								0.083	F	0.724	0	F		
99 Main Street				To	Main St												
				From	Randolph Ave												
	0.20	1900	F	98%	0%	1%	0%	1%	0%	F	0.083	F	0.887	2000	F	2002	
	Combined Traffic:	3700	F	98%	0%	0%	0%	1%	0%	F	0.083	F	0.552	3900	F		
99 Main Street				To	Washington Ave												
				From	Washington Ave												
	0.32	4000	F	98%	0%	1%	0%	1%	0%	C	0.103	F	0.649	4200	F	2002	
	Combined Traffic:	0	F								0.095	F	0.662	0	F		
				To	3Rd St												



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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Pulaski																
99	Main Street	1.10	13000	F	From	3Rd St				C	0.095	F	0.501	14000	F	2002
					To	Bob White Blvd										
99	Main Street	1.00	7400	F	From	ECL Pulaski				F	0.083	F	0.658	7800	F	2002
					To	ECL Pulaski										
Pulaski County																
99		1.35	7300	F	From	ECL Pulaski				C	0.089	F	0.632	7400	F	2002
					To	I-81 & RT F047										
Town of Pulaski																
99	3rd St	0.25	1800	F	From	SR 99 Randolph Ave				F	0.088	F	0.849	1900	F	2002
					To	US 11 Washington Ave										
99	Combined Traffic:	0.34	4000	F	From	SR 99 Main St				C	0.095	F	NA	4300	F	2002
					To											
Pulaski County																
100		3.91	3600	F	From	Wythe County Line				F	0.083	F	0.707	3700	F	2002
					To	I-81 West of Draper										
100	81	2.11	57000	F	From	See I-81 for directional traffic volume estimates for this segment.				F	0.080	F	0.68	56000	F	
					To	RT F-47 S INT										
100	81	1.67	36000	F	From	See I-81 for directional traffic volume estimates for this segment.				F	0.078	F	0.594	35000	F	
					To	RT F-47 M INT & SR 99 INT										
100	81	4.35	37000	F	From	See I-81 for directional traffic volume estimates for this segment.				F	0.072	F	0.643	37000	F	
					To	FR 47										
100		0.84	14000	B	From	I-81				A	0.101	A	0.508	15000	B	2002
					To	77-682 South of Dublin										
100		0.21	16000	F	From	SCL Dublin				F	0.088	F	0.543	17000	F	2002
					To											
Town of Dublin																
100		0.51	16000	N	From	SCL Dublin				N	0.088	N	0.543	17000	N	2002
					To	US 11 Dublin										
100		0.21	5200	G	From	NCL Dublin				F	NA		5600	G	2002	
					To											
Pulaski County																
100	Clebone Rd	4.16	5700	M	From	NCL Dublin					NA			NA		2002
					To	77-627										
100		3.79	4900	F	From	Giles County Line				F	0.094	F	0.733	5000	F	2002
					To											
114		0.37	21000	F	From	US 11 West of Radford				F	0.086	F	0.63	22000	F	2002
					To	77-600 Fairlawn										
114		1.90	18000	F	From	Montgomery County Line				F	0.085	F	0.586	19000	F	2002
					To											
600		0.47	4800	F	From	US 11				C	0.089	F	0.922	4900	F	2002
					To	SR 114										

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
(600)	1.22	3500	A	From:	SR 114				A	0.106	A	0.563	3600	A	2002	
				To:												
(600)	1.58	2200	F	From:	77-623				F	0.089	F	0.620	2300	F	2002	
				To:												
(600)	2.28	2000	F	From:	77-627				F	0.09	F	0.632	2000	F	2002	
				To:												
(600)	1.98	250	R	From:	77-606				NA			NA		03/13/2002		
				To:												
(600)	0.04	90	R	From:	1.98 MN 77-606				NA			NA		03/13/2002		
				To:												
(600)	1.30	40	R	From:	77-602				NA			NA		03/13/2002		
				To:												
(601)	2.40	160	R	From:	Bland County Line				NA			NA		1999		
				To:												
(601)	5.32	100	R	From:	77-738 SOUTH				NA			NA		1995		
				To:	77-738 NORTH											
(601)	1.10	150	R	From:	5.32 ME 77-738 NORTH				NA			NA		1999		
				To:												
(601)	5.60	350	R	From:	77-643				NA			NA		1999		
				To:												
(602)	0.70	50	R	From:	SR 100				NA			NA		03/13/2002		
				To:												
(603)	1.45	250	R	From:	Dead End				NA			NA		1999		
				To:												
(603)	0.44	40	R	From:	Cul-de-Sac				NA			NA		1999		
				To:												
(603)	0.44	40	R	From:	77-672 East				NA			NA		1999		
				To:	77-672 West											
(604)	0.56	60	R	From:	77-621				NA			NA		03/11/2002		
				To:	77-621											
(605)	1.62	340	F	From:	77-693				F	0.114	F	0.511	350	F	2002	
				To:												
(605)	3.54	560	F	From:	77-619 EAST				C	0.097	F	0.684	560	F	2002	
				To:												
(605)	1.83	1200	F	From:	77-664				F	0.091	F	0.692	1200	F	2002	
				To:												
(605)	0.41	2200	F	From:	77-690 NORTH				F	0.106	F	0.613	2200	F	2002	
				To:	Montgomery County Line											
(606)	0.25	70	F	From:	Dead End				F	0.174	F	0.615	70	F	2002	
				To:												
(606)	1.40	460	F	From:	77-830				F	0.106	F	0.657	460	F	2002	
				To:												
(606)	0.20	860	F	From:	77-687				C	0.096	F	0.573	870	F	2002	
				To:	77-600											
(607)	0.60	80	R	From:	Wythe County Line				NA			NA		02/21/2002		
				To:	77-608											

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2002  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Pulaski Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Pulaski County</b>																
(607)	1.86	370	F	93%	0%	3%	2%	2%	0%	C	0.088	F	0.611	380	F	2002
				From		77-608										
				To		77-752										
(607)	0.11	350	F	93%	0%	3%	2%	2%	0%	F	0.088	F	0.629	360	F	2002
				From		66-693										
				To												
(608)	0.70	110	R								NA			NA		1999
				From		Wythe County Line										
				To		77-607										
(609)	1.23	80	R								NA			NA		02/21/2002
				From		Wythe County Line										
				To		SR 100 SOUTH										
				From		SR 100 NORTH										
(609)	1.34	200	R								NA			NA		1999
				From												
				To		77-653 WEST										
(609)	1.80	60	R								NA			NA		1999
				From												
				To		77-658										
(609)	1.10	290	R								NA			NA		1999
				From												
				To		77-653 EAST										
(609)	0.60	80	R								NA			NA		02/21/2002
				From												
				To		Dead End										
(610)	4.10	60	R								NA			NA		02/27/2002
				From		Wythe County Line										
				To		77-758										
(610)	1.60	330	R								NA			NA		02/27/2002
				From												
				To		SCL Pulaski										
(611)	1.56	5400	F	97%	0%	1%	1%	1%	0%	C	0.107	F	0.67	5500	F	2002
				From		77-694										
				To		FR-47										
(611)	1.77	1400	F	97%	0%	1%	1%	1%	0%	F	0.11	F	0.55	1400	F	2002
				From												
				To		77-1039										
(611)	1.56	1700	F	97%	0%	1%	1%	1%	0%	F	0.103	F	0.536	1700	F	2002
				From												
				To		77-660										
(611)	2.97	880	F	97%	0%	1%	1%	1%	0%	F	0.100	F	0.561	900	F	2002
				From												
				To		77-626										
(611)	0.56	340	R								NA			NA		1999
				From												
				To		77-799										
(611)	0.75	20	R								NA			NA		1999
				From												
				To		Montgomery County Line										
(612)	0.40	6	R								NA			NA		03/13/2002
				From												
				To		0.40 ME Dead End										
(612)	1.00	120	R								NA			NA		03/13/2002
				From												
				To		77-606										
(613)	0.46	50	R								NA			NA		03/07/2002
				From												
				To		77-619										
(613)	2.27	100	R								NA			NA		1995
				From												
				To		2.28 ME 77-619										
(613)	0.04	100	R								NA			NA		1995
				From												
				To		77-664										
(613)	0.04	340	F	99%	1%	0%	0%	0%	0%	C	0.113	F	0.762	340	F	2002
				From												
				To		Montgomery County Line										

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						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
614	0.70	60	R	From:	77-617						NA			NA		03/13/2002
				To:	Dead End											
615	0.60	120	R	From:	77-611						NA			NA		1999
				To:	0.60 MN 77-611											
615	0.45	60	R	From:							NA			NA		03/26/2002
				To:	Dead End											
616	0.20	20	R	From:	77-600						NA			NA		03/13/2002
				To:	Dead End											
617	0.08	1100	F	99%	0%	0%	0%	0%	0%	F	0.1	F	0.522	1200	F	2002
				To:	US 11											
617	0.90	1300	F	99%	0%	0%	0%	0%	0%	C	0.099	F	0.597	1300	F	2002
				From:	77-1062											
617	3.43	630	F	99%	0%	0%	0%	0%	0%	F	0.101	F	0.533	640	F	2002
				To:	77-627 EAST											
617	2.50	40	R	From:	77-627 WEST						NA			NA		02/25/2002
				To:	2.50 MN 77-627											
617	0.30	120	R	From:							NA			NA		03/20/2002
				To:	77-614											
617	0.24	250	R	From:							NA			NA		03/20/2002
				To:	77-600											
618	0.25	130	R	From:	77-636						NA			NA		03/05/2002
				To:	Dead End											
619	3.33	90	R	From:	77-693						NA			NA		1999
				To:	77-605 WEST											
619	1.00	280	R	From:	77-605 EAST						NA			NA		03/07/2002
				To:	77-613											
620	1.60	330	R	From:	77-665						NA			NA		03/07/2002
				To:	Montgomery County Line											
621	0.34	930	R	From:	77-622						NA			NA		03/13/2002
				To:	77-776											
621	0.50	420	R	From:							NA			NA		03/13/2002
				To:	77-679											
622	0.47	20	R	From:	Dead End						NA			NA		03/11/2002
				To:	77-705											
622	0.04	180	R	From:							NA			NA		03/11/2002
				To:	77-621											
622	0.23	1200	R	From:							NA			NA		03/11/2002
				To:	77-724											
622	0.03	1700	R	From:							NA			NA		03/11/2002
				To:	77-685											
622	0.07	1700	R	From:							NA			NA		03/11/2002
				To:	77-715											
622	0.22	1800	R	From:							NA			NA		03/11/2002
				To:	77-695											

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						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
(623)	1.39	960	R	From:	77-600						NA			NA		03/13/2002
				To:	Radford Army Ammo Plant											
(623)	0.36	30	R	From:							NA			NA		03/13/2002
				To:	0.36 ME of Plant											
(623)	0.25	30	R	From:							NA			NA		03/13/2002
				To:	Dead End											
(624)	0.89	1100	F	From:	77-798					C	0.096	F	0.5	1100	F	2002
				To:	US 11											
(624)	2.25	1000	F	From:	99% 0% 0% 0% 0%					F	0.101	F	0.548	1000	F	2002
				To:	77-600											
(625)	1.50	450	R	From:	77-627						NA			NA		03/13/2002
				To:	77-624											
(626)	3.47	1100	F	From:	77-611					F	0.099	F	0.689	1100	F	2002
				To:	77-798											
(626)	0.62	1500	F	From:	97% 0% 1% 2% 0%					C	0.094	F	0.665	1500	F	2002
				To:	US 11											
(627)	3.80	1000	R	From:	SR 100						NA			NA		02/25/2002
				To:	77-617 EAST											
(627)	1.67	920	F	From:	99% 0% 1% 0% 0%					C	0.1	F	0.6	940	F	2002
				To:	77-600											
(628)	1.76	50	R	From:	SR 100						NA			NA		02/25/2002
				To:	Jefferson For Bndy											
(628)	0.44	10	R	From:							NA			NA		02/25/2002
				To:	Dead End											
(629)	0.20	70	R	From:	77-747						NA			NA		03/28/2002
				To:	0.20 ME 77-747											
(629)	0.60	40	R	From:							NA			NA		03/28/2002
				To:	Dead End											
(630)	0.35	550	R	From:	US 11						NA			NA		03/20/2002
				To:	SR 114											
(631)	0.80	30	R	From:	77-619						NA			NA		03/07/2002
				To:	77-605											
Town of Dublin																
(632)	0.11	590	R	From:	77-747						NA			NA		03/26/2002
				To:	77-1032											
(632)	0.06	500	R	From:							NA			NA		03/28/2002
				To:	77-1007											
(632)	0.12	350	R	From:							NA			NA		03/28/2002
				To:	77-9927											
(632)	0.02	420	R	From:							NA			NA		03/28/2002
				To:	77-1031											
(632)	0.06	400	R	From:							NA			NA		03/28/2002
				To:	77-1035											

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						2Axle	3+Axle	1Trail	2Trail							
Town of Dublin																
632	0.06	420	R	From:		77-1035					NA			NA		03/28/2002
				To:		77-1038										
632	0.05	330	R	From:							NA			NA		03/28/2002
				To:		ECL Dublin										
Pulaski County																
632	0.29	310	R	From:		ECL Dublin					NA			NA		03/28/2002
				To:		77-1030										
633	0.07	900	R	From:		67-747					NA			NA		03/26/2002
				To:		US 11										
633	0.07	750	R	From:							NA			NA		03/20/2002
				To:		ECL Dublin										
Town of Dublin																
633	0.03	700	R	From:		ECL Dublin					NA			NA		03/20/2002
				To:		77-1005										
633	0.06	700	R	From:							NA			NA		03/20/2002
				To:		NCL Dublin										
Pulaski County																
633	0.17	620	R	From:		NCL Dublin					NA			NA		03/20/2002
				To:		77-1018										
633	0.06	450	R	From:							NA			NA		03/20/2002
				To:		77-1017										
633	0.10	320	R	From:							NA			NA		03/20/2002
				To:		77-1046										
634	0.50	10	R	From:		77-641										
				To:		Dead End					NA			NA		02/25/2002
635	0.42	100	R	From:		Dead End					NA			NA		03/20/2002
				To:		SCL Dublin										
Town of Dublin																
635	0.06	600	R	From:		SCL Dublin					NA			NA		03/20/2002
				To:		SR 100										
635	0.05	450	R	From:							NA			NA		03/28/2002
				To:		77-747										
Pulaski County																
636	1.51	1100	F	97%	0%	1%	1%	1%	0%	F	0.096	F	0.538	1100	F	2002
				To:		77-639 SOUTH										
636	1.78	920	F	97%	0%	1%	1%	1%	0%	C	0.1	F	0.51	930	F	2002
				To:		77-744										
636	0.63	610	F	97%	0%	1%	1%	1%	0%	F	0.132	F	0.644	620	F	2002
				To:		77-643 SOUTH										
636	0.54	220	F	97%	0%	1%	1%	1%	0%	F	0.1	F	0.615	220	F	2002
				To:		77-643 NORTH										
636	3.01	100	R	From:							NA			NA		03/26/2002
				To:		77-637										
636	3.26	770	R	From:							NA			NA		03/20/2002
				To:		SR 100										

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						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
(637)	0.40	50	R	From:	77-636						NA			NA		02/27/2002
(637)	0.60	20	R	To:	77-680						NA			NA		02/27/2002
				From:	Dead End											
(638)	0.38	90	R	To:	Dead End						NA			NA		1999
				From:	US 11											
(639)	0.70	180	R	To:	Dead End						NA			NA		1999
(639)	0.83	1300	R	From:	77-738 NORTH											
				From:	77-738 SOUTH						NA			NA		03/05/2002
				To:	77-636 SOUTH											
(639)	1.40	650	R	From:	77-636 NORTH						NA			NA		1999
				To:	77-643											
(640)	3.60	330	R	From:	77-674						NA			NA		03/05/2002
				To:	77-738 WEST											
(640)	0.27	150	R	From:	77-738 EAST						NA			NA		1999
(640)	0.30	40	R	To:	77-646						NA			NA		02/27/2002
				To:	Dead End											
(641)	2.80	100	R	From:	Dead End						NA			NA		02/25/2002
				To:	77-738											
(642)	0.45	110	R	From:	77-676 WEST						NA			NA		03/28/2002
				To:	77-676 EAST											
(643)	0.77	1800	F	From:	77-611						0.137	F	0.583	1900	F	2002
(643)	0.26	4800	F	To:	77-1075						0.117	F	0.655	4900	F	2002
(643)	1.58	7500	R	From:	77-683						NA			NA		1999
				To:	US 11 EAST											
(643)	0.82	2300	F	From:	US 11 WEST					C	0.091	F	0.654	2300	F	2002
				To:	77-1102											
(643)	2.58	830	F	From:	98% 1% 1% 0% 0% 0%					F	0.107	F	0.649	840	F	2002
				To:	77-636 SOUTH											
(643)	4.50	40	R	From:	77-636 NORTH						NA			NA		02/27/2002
				To:	77-601											
(644)	1.14	370	R	From:	77-611						NA			NA		1999
				To:	FR-47 SOUTH											
(644)	0.47	260	R	From:	FR-47 NORTH						NA			NA		1999
				To:	77-787											
(644)	0.20	480	R	From:	77-787						NA			NA		1999
				To:	77-788											
(644)	0.70	280	R	From:	77-788						NA			NA		1999
				To:	77-763											

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						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
644	0.40	20	R	From:	77-763						NA			NA		03/26/2002
				To:	Dead End											
645	1.22	1200	R	From:	77-636						NA			NA		03/05/2002
				To:	US 11											
646	0.63	130	R	From:	77-738						NA			NA		1999
				To:	77-640											
647	0.07	30	R	From:	Dead End						NA			NA		1999
647	0.18	180	R	From:	77-1135						NA			NA		1999
				To:	77-636											
648	0.22	580	R	From:	NCL Pulaski						NA			NA		03/05/2002
				To:	77-722											
648	0.25	70	R	From:							NA			NA		03/05/2002
				To:	77-636											
649	0.60	140	R	From:	77-674						NA			NA		03/05/2002
				To:	77-730											
649	0.58	420	R	From:							NA			NA		03/05/2002
				To:	77-738											
650	1.25	220	R	From:	Dead End						NA			NA		02/27/2002
				To:	SCL Pulaski											
651	0.37	100	R	From:	Dead End						NA			NA		1999
				To:	77-840											
651	0.79	320	R	From:							NA			NA		1999
				To:	0.79 MW 77-840											
651	0.15	320	R	From:							NA			NA		1999
				To:	77-838											
651	0.03	320	R	From:							NA			NA		1999
				To:	77-658											
652	1.00	60	R	From:	FR-47						NA			NA		1999
				To:	1.00 ME FR-47											
652	0.85	20	R	From:							NA			NA		02/21/2002
				To:	SR 100 SOUTH											
652	1.26	150	R	From:	FR 47 Near SR 100 NORTH						NA			NA		02/21/2002
				To:	77-654											
653	1.50	130	R	From:	77-609						NA			NA		1999
				To:	1.50 MS 77-609											
653	3.00	130	R	From:							NA			NA		02/21/2002
				To:	77-609											
654	2.80	310	R	From:	FR-44						NA			NA		1999
				To:	SR 100											
654	2.11	200	F	99%	0%	1%	0%	0%	0%	C	0.101	F	0.546	200	F	2002
				To:	77-658											



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						2Axle	3+Axle	1Trail	2Trail								
Pulaski County																	
(655)	0.60	140	R	From	Dead End						NA			NA		1999	
(655)	0.22	20	R	To	77-693						NA			NA		02/21/2002	
				From	Dead End												
(656)	1.20	100	R	To	77-693						NA			NA		1999	
				From	Dead End												
(657)	0.30	50	R	To	77-658						NA			NA		02/21/2002	
				From	Dead End												
(658)	2.90	330	F	To	77-609					F	0.104	F	0.693	340	F	2002	
				From	96%	0%	3%	0%	1%								
(658)	1.28	690	F	To	77-654					F	0.102	F	0.594	700	F	2002	
				From	96%	0%	3%	0%	1%								
(658)	0.45	1200	F	To	77-651					C	0.094	F	0.631	1200	F	2002	
				From	FR-47												
(659)	0.70	20	R	To	Dead End						NA			NA		02/21/2002	
				From	77-693												
(660)	Claytor Lake State Park	0.26	80	R	From	Dead End						NA			NA		1999
(660)		4.45	2200	F	To	Claytor Lake State Park					F	0.084	F	0.549	2300	F	2002
				From	98%	0%	0%	0%	1%								
(660)		0.73	3100	F	To	77-661					F	0.086	F	0.645	3200	F	2002
				From	98%	0%	0%	0%	1%								
(660)		0.53	3500	F	To	77-806					C	0.089	F	0.656	3600	F	2002
				From	98%	0%	0%	0%	1%								
(660)		0.47	2300	F	To	I-81					F	0.163	F	0.739	2300	F	2002
				From	77-611												
(661)		1.58	600	F	To	77-660					C	0.093	F	0.65	610	F	2002
				From	Dead End												
(662)		2.61	750	R	To	77-611						NA			NA		1999
				From	Dead End												
(663)		4.20	680	R	To	Dead End						NA			NA		1999
				From	77-605												
(664)		1.26	550	F	To	77-613					C	0.101	F	0.667	560	F	2002
				From	77-605												
(665)		2.59	20	R	To	Dead End						NA			NA		03/07/2002
(665)		1.01	140	R	From	2.60 MN Dead End						NA			NA		03/07/2002
				To	77-704												
(665)		2.00	210	R	To	77-693						NA			NA		03/07/2002
				From	77-619												
(666)		0.10	NA	To	Dead End						NA			NA			

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						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
(667)	0.38	20	R	From	77-693						NA			NA		02/21/2002
				To	Dead End											
(668)	0.80	20	R	From	77-669						NA			NA		03/07/2002
				To	Dead End											
(669)	1.82	280	R	From	77-693						NA			NA		1999
				To	Dead End											
(670)	0.89	70	R	From	Dead End						NA			NA		02/21/2002
				To	0.89 MS Dead End											
(670)	0.11	80	R	From							NA			NA		02/21/2002
				To	77-672 SOUTH											
(670)	0.67	480	R	From	77-672 NORTH						NA			NA		1999
				To	77-671											
(670)	0.90	110	R	From							NA			NA		1999
				To	Dead End											
(671)	1.65	290	R	From	77-670						NA			NA		1999
				To	77-1240											
(671)	0.35	10	R	From							NA			NA		1999
				To	Dead End											
(672)	0.15	60	R	From	Dead End						NA			NA		1999
				To	FR-47 NORTH											
(672)	3.65	2400	F	From	FR-47 SOUTH					C	0.086	F	0.65	2400	F	2002
				To	77-693 SOUTH											
(672)	2.09	50	R	From	77-693 MID						NA			NA		1999
				To	77-693 EAST											
(672)	0.66	20	R	From	77-693 NORTH						NA			NA		02/21/2002
				To	Dead End											
(673)	0.30	90	R	From	77-649						NA			NA		03/05/2002
				To	77-753 WCL Pulaski											
(674)	0.90	230	R	From	Dead End						NA			NA		03/05/2002
				To	77-640											
(674)	0.67	1000	R	From							NA			NA		03/05/2002
				To	NCL PULASKI											
(675)	0.80	160	R	From	77-693						NA			NA		1999
				To	Dead End											
(676)	0.46	120	R	From	77-798						NA			NA		03/28/2002
				To	77-624											
(676)	0.53	120	R	From							NA			NA		03/28/2002
				To	Dead End											
(677)	0.10	20	R	From	77-600						NA			NA		03/13/2002
				To	Dead End											

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
(679)	1.30	2000	R	From	Cul-de-Sac						NA			NA		03/13/2002
(679)	0.15	2400	R	To	77-1204						NA			NA		03/13/2002
				From	SR 114											
(680)	0.10	10	R	To	77-637						NA			NA		02/25/2002
				From	Dead End											
(681)	0.26	80	R	To	77-600						NA			NA		03/15/2002
				From	77-611											
(682)	0.85	2900	R	To	SR 100						NA			NA		1999
(683)	1.31	2700	R	From	77-643						NA			NA		03/20/2002
(683)	0.27	1100	R	To	SR 100						NA			NA		1999
				From	Dead End											
(684)	0.14	80	R	To	77-715 SOUTH						NA			NA		03/13/2002
				From	77-715 NORTH											
(685)	0.11	30	R	To	77-622						NA			NA		03/11/2002
(685)	0.07	30	R	From	Dead End Gap Terminus						NA			NA		03/11/2002
				To	77-715											
(686)	0.46	45	R	From	77-693						NA			NA		02/21/2002
				To	Dead End											
(687)	0.10	260	R	From	77-606						NA			NA		03/13/2002
(687)	0.22	100	R	To	0.10 MN 77-606						NA			NA		03/13/2002
				From	Dead End											
Town of Dublin																
(688)	0.13	330	R	To	77-1006						NA			NA		1995
				From	77-632											
(689)	0.24	130	R	To	Dead End						NA			NA		03/26/2002
				From	77-747											
Pulaski County																
(690)	2.60	830	R	To	77-605 SOUTH						NA			NA		03/07/2002
				From	77-605 NORTH											
(691)	0.20	20	R	To	77-759						NA			NA		02/25/2002
(691)	0.30	6	R	From	0.20 ME 77-759						NA			NA		02/25/2002
				To	Dead End											
(692)	1.00	10	R	From	77-693						NA			NA		02/21/2002
				To	Dead End											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Pulaski County</b>																
(693)	3.46	280	R	From:	Carroll County Line						NA			NA		1999
(693)	1.15	360	F	To:	77-721					F	0.077	F	0.677	370	F	2002
(693)	2.79	500	F	From:	77-736					F	0.095	F	0.591	510	F	2002
(693)	4.00	1100	F	To:	77-777					C	0.083	F	0.546	1100	F	2002
(693)	1.28	1200	F	From:	77-672 SOUTH					F	0.097	F	0.576	1200	F	2002
(693)	0.63	1000	F	To:	77-669					F	0.09	F	0.595	1000	F	2002
(693)	1.12	840	F	From:	77-619					F	0.092	F	0.5	850	F	2002
(693)	3.78	580	F	To:	77-605					F	0.094	F	0.584	590	F	2002
(693)	0.73	840	F	From:	77-665					F	0.087	F	0.643	850	F	2002
				To:	Montgomery County Line; 60-613											
(694)	0.47	450	R	From:	77-611 NECL Pulaski						NA			NA		1999
				To:	Dead End											
(695)	0.34	2000	R	From:	SR 114 WEST						NA			NA		03/11/2002
				To:	SR 114 EAST											
(696)	0.10	40	R	From:	Dead End						NA			NA		03/28/2002
				To:	77-624											
(697)	1.77	160	R	From:	Dead End						NA			NA		03/26/2002
				To:	77-611											
(698)	0.20	70	R	From:	Dead End North						NA			NA		02/25/2002
(698)	0.70	60	R	To:	77-627						NA			NA		02/25/2002
				To:	Dead End South											
(699)	0.45	70	R	From:	ECL Pulaski						NA			NA		02/27/2002
(699)	0.17	90	R	To:	0.45 MN OF ECL Pulaski						NA			NA		1999
				To:	Dead End											
(700)	0.10	220	R	From:	77-703						NA			NA		03/11/2002
(700)	0.06	420	R	To:	77-713						NA			NA		03/11/2002
				To:	SR 114											
(701)	0.14	280	R	From:	77-715						NA			NA		03/11/2002
(701)	0.07	380	R	To:	77-713						NA			NA		03/11/2002
				To:	77-695											
(702)	0.25	160	R	From:	77-715 SOUTH						NA			NA		03/11/2002
				To:	77-715 NORTH											

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						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
(702)	0.07	1000	R	From:	77-715 NORTH						NA			NA		03/11/2002
(702)	0.15	1200	R	To:	77-703						NA			NA		03/11/2002
				From:	SR 114											
(703)	0.12	170	R	To:	77-702						NA			NA		03/11/2002
(703)	0.07	190	R	From:	77-700						NA			NA		03/11/2002
(703)	0.04	80	R	To:	77-714; 77-716						NA			NA		03/11/2002
(703)	0.15	80	R	From:	77-714						NA			NA		03/11/2002
				To:	77-713											
(704)	1.00	310	R	From:	77-665						NA			NA		03/07/2002
(704)	0.30	250	R	To:	77-693 SOUTH											
				From:	77-693 NORTH						NA			NA		03/07/2002
				To:	77-619											
(705)	0.04	48	R	From:	77-622						NA			NA		03/11/2002
				To:	Dead End											
Town of Dublin																
(706)	0.12	30	R	From:	77-707						NA			NA		03/26/2002
				To:	77-1012											
(707)	0.07	100	R	From:	77-1011						NA			NA		03/26/2002
(707)	0.06	80	R	To:	77-706						NA			NA		03/26/2002
				To:	77-1012											
Pulaski County																
(708)	1.00	90	R	From:	77-693						NA			NA		02/21/2002
				To:	Dead End											
(709)	1.05	40	R	From:	SR 100						NA			NA		02/21/2002
				To:	77-654											
(710)	6.09	300	R	From:	Dead End						NA			NA		02/27/2002
(710)	0.45	520	F	To:	77-745					C	0.091	F	0.539	530	F	2002
(710)	1.05	920	F	From:	77-782					F	0.087	F	0.556	940	F	2002
				To:	WCL Pulaski											
(711)	1.41	230	R	From:	77-738						NA			NA		1999
(711)	1.60	100	R	To:	1.40 MN 77-738						NA			NA		02/25/2002
				To:	Dead End											
(712)	0.15	50	R	From:	77-609						NA			NA		1995
(712)	0.15	10	R	To:	0.15 MN 77-609						NA			NA		02/21/2002
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
(713)	0.24	40	R	From:	77-700						NA			NA		03/11/2002
				To:	77-703											
(713)	0.04	140	R	From:	77-701						NA			NA		03/11/2002
				To:	77-703											
(714)	0.12	30	R	From:	77-703						NA			NA		03/11/2002
				To:	77-703; 77-716											
(715)	0.53	1200	R	From:	US 11						NA			NA		03/11/2002
				To:	77-702 SOUTH											
(715)	0.22	930	R	From:	77-702 NORTH						NA			NA		03/11/2002
				To:	77-716 WEST											
(715)	0.10	330	R	From:	77-716 EAST						NA			NA		03/11/2002
				To:	77-717											
(715)	0.07	340	R	From:	77-701						NA			NA		03/11/2002
				To:	77-622											
(715)	0.07	180	R	From:	77-685						NA			NA		03/13/2002
				To:	END LOOP											
(715)	0.04	200	R	From:	77-718						NA			NA		03/13/2002
				To:	77-723											
(715)	0.10	370	R	From:	77-684 NORTH						NA			NA		03/13/2002
				To:	BEGIN LOOP											
(715)	0.09	140	R	From:	LOOP END						NA			NA		03/13/2002
				To:	77-684 SOUTH											
(715)	0.20	60	R	From:	LOOP END						NA			NA		03/13/2002
				To:	77-715 WEST											
(716)	0.20	60	R	From:	77-715 EAST						NA			NA		03/11/2002
				To:	77-703; 77-714											
(717)	0.04	30	R	From:	Dead End						NA			NA		03/11/2002
				To:	77-715											
(718)	0.05	70	R	From:	Dead End						NA			NA		03/13/2002
				To:	77-715											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Pulaski County																	
719	0.56	NA				From	Dead End					NA			NA		
						To	77-710										
720	0.55	80	R			From	77-738					NA			NA		03/05/2002
						To	77-738										
721	0.60	48	R			From	77-693					NA			NA		02/21/2002
						To	Dead End										
722	0.70	400	R			From	77-648					NA			NA		03/05/2002
						To	77-793										
723	0.08	40	R			From	Dead End					NA			NA		03/13/2002
						To	77-715										
723	0.07	620	R			From	77-695					NA			NA		03/13/2002
						To	77-695										
724	0.04	300	R			From	Dead End					NA			NA		03/11/2002
						To	77-622										
725	0.23	200	R			From	77-676					NA			NA		03/28/2002
						To	77-624										
726	1.20	90	R			From	SR 100					NA			NA		02/21/2002
						To	Dead End										
727	0.90	20	R			From	77-670					NA			NA		03/07/2002
						To	Dead End										
728	0.50	160	R			From	77-733					NA			NA		02/25/2002
						To	Dead End										
729	0.63	80	R			From	Dead End					NA			NA		03/07/2002
						To	77-620										
730	0.20	70	R			From	77-649					NA			NA		03/05/2002
						To	Dead End										
731	1.94	370	R			From	SR 100					NA			NA		02/27/2002
						To	Cul-de-Sac										
732	0.35	40	R			From	77-626					NA			NA		03/26/2002
						To	Dead End										
733	1.00	440	R			From	SR 100					NA			NA		02/25/2002
						To	Dead End										
734	0.11	140	R			From	77-636					NA			NA		1999
						To	0.11 MN 77-736										
734	0.08	140	R			From	0.11 MN 77-636					NA			NA		1999
						To	77-618										
735	0.10	20	R			From	SR 99; 77-771					NA			NA		1999
						To	Dead End										

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
736	0.80	80	R	From:	77-693						NA			NA		02/21/2002
				To:	Dead End											
737	0.02	NA		From:	Dead End						NA			NA		
				To:	77-738											
738	3.20	20	R	From:	Bland County Line						NA			NA		1999
				To:	77-601 NORTH											
738	5.56	190	R	From:							NA			NA		1999
738	1.27	480	F	From:	99%	0%	1%	0%	0%	F	0.085	F	0.587	490	F	2002
				To:	77-646											
738	1.76	1300	F	From:	99%	0%	1%	0%	0%	F	0.09	F	0.652	1300	F	2002
				To:	77-639 SOUTH											
738	1.11	1600	F	From:	99%	0%	1%	0%	0%	C	0.096	F	0.7	1700	F	2002
				To:	SR 99 NCL Pulaski											
739	0.60	50	R	From:	77-643						NA			NA		02/25/2002
				To:	Dead End											
740	0.03	280	R	From:	US 11						NA			NA		03/20/2002
				To:	77-742											
741	0.04	120	R	From:	77-742						NA			NA		03/20/2002
				To:	US 11											
742	0.06	90	R	From:	Dead End						NA			NA		03/20/2002
				To:	77-741											
742	0.30	70	R	From:							NA			NA		03/20/2002
				To:	77-740											
742	0.05	100	R	From:							NA			NA		03/20/2002
				To:	Dead End											
743	0.25	120	R	From:	Dead End						NA			NA		1999
				To:	77-636											
744	0.34	410	R	From:	Dead End						NA			NA		1999
				To:	77-636											
745	0.60	45	R	From:	77-710						NA			NA		02/27/2002
				To:	Dead End											
Town of Dublin																
746	0.08	2900	F	From:	98%	0%	1%	0%	1%	F	0.113	F	0.566	3000	F	2002
				To:	US 11											
746	0.15	2700	F	From:	98%	0%	1%	0%	1%	C	0.107	F	0.557	2800	F	2002
				To:	77-1005											
746	0.28	2300	F	From:	98%	0%	1%	0%	1%	F	0.111	F	0.635	2300	F	2002
				To:	NCL Dublin											
Pulaski County																
746	0.82	2300	N	From:	98%	0%	1%	0%	1%	N	0.111	N	0.635	2300	N	2002
				To:	SR 100											



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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Dublin																
(747)	0.65	1600	R	From	SR 100						NA			NA		03/26/2002
(747)	0.50	1800	F	To	77-746											
(747)	0.50	1800	F	From	99%	0%	0%	0%	0%	C	0.107	F	0.564	1900	F	2002
				To	NCL Dublin											
Pulaski County																
(747)	0.10	1800	N	From	NCL Dublin					N	0.107	N	0.564	1900	N	2002
(747)	3.97	2300	F	To	77-633					F	0.101	F	0.548	2400	F	2002
				From	US 11											
(748)	0.66	140	R	From	77-658						NA			NA		1999
				To	FR-47											
(749)	0.03	130	R	From	77-600						NA			NA		03/13/2002
(749)	0.07	90	R	To	77-754						NA			NA		03/13/2002
(749)	0.05	46	R	From	77-765						NA			NA		03/13/2002
				To	Dead End											
(750)	0.43	20	R	From	77-608						NA			NA		02/21/2002
				To	0.43 ME 77-608											
(751)	0.19	240	R	From	Dead End						NA			NA		03/26/2002
				To	77-611											
(752)	0.12	20	R	From	Dead End						NA			NA		02/21/2002
(752)	0.06	20	R	To	0.12 ME Dead End						NA			NA		02/21/2002
				To	77-607											
(753)	0.10	20	R	From	Dead End						NA			NA		03/05/2002
				To	77-673 WCL Pulaski											
(754)	0.17	40	R	From	77-1206						NA			NA		03/13/2002
				To	77-749											
(755)	0.15	100	R	From	Dead End						NA			NA		03/20/2002
(755)	0.34	330	R	To	77-600						NA			NA		03/20/2002
(755)	0.21	100	R	To	0.35 ME 77-600						NA			NA		03/20/2002
				To	Dead End											
(756)	0.16	20	R	From	77-662						NA			NA		03/26/2002
				To	Dead End											
(757)	0.60	120	R	From	77-663						NA			NA		1999
				To	Dead End											
(758)	0.37	45	R	From	Dead End						NA			NA		02/27/2002
				To	77-610											

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						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
759	0.28	100	R	From	SR 100						NA			NA		02/25/2002
				To	Dead End											
760	0.10	50	R	From	Dead End						NA			NA		03/28/2002
				To	77-624											
761	0.06	6	R	From	Dead End						NA			NA		02/21/2002
				To	77-693											
762	0.22	60	R	From	Dead End						NA			NA		02/27/2002
				To	77-710											
763	0.70	230	R	From	Dead End						NA			NA		1999
				To	77-644											
764	2.28	80	R	From	Carroll County Line						NA			NA		02/21/2002
				To	77-693											
765	0.12	47	R	From	77-1206						NA			NA		03/13/2002
				To	77-749											
766	0.06	110	R	From	77-767						NA			NA		1999
				To	77-768											
766	0.05	170	R	From	US 11						NA			NA		1999
				To	77-766											
767	0.10	80	R	From	77-766						NA			NA		1999
				To	Dead End											
768	0.05	40	R	From	77-766						NA			NA		1999
				To	Dead End											
769	0.49	50	R	From	Dead End						NA			NA		1999
				To	SR 99											
770	0.10	60	R	From	Dead End						NA			NA		1999
				To	FR-44											
771	0.20	10	R	From	SR 99; 77-735						NA			NA		1999
				To	SR 99											
772	0.10	20	R	From	77-673						NA			NA		03/05/2002
				To	Dead End											
773	0.70	NA		From	77-607						NA			NA		
				To	Dead End											
774	0.05	110	R	From	77-636						NA			NA		03/05/2002
				To	77-775											
774	0.26	80	R	From	Dead End						NA			NA		03/05/2002
				To	77-645											
775	0.07	120	R	From	77-645						NA			NA		03/05/2002
				To	77-774											

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						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
776	0.20	140	R	From	Dead End						NA			NA		03/13/2002
				To	77-621											
777	1.20	40	R	From	Dead End						NA			NA		02/21/2002
				To	77-693											
778	1.50	110	R	From	Dead End						NA			NA		03/07/2002
				To	77-693											
779	0.11	80	R	From	77-600						NA			NA		03/20/2002
				To	Dead End											
780	0.05	10	R	From	Dead End						NA			NA		1999
				To	77-669											
781	0.18	20	R	From	Dead End						NA			NA		03/07/2002
				To	77-693											
782	0.40	80	R	From	Dead End						NA			NA		02/27/2002
				To	77-710											
783	0.21	NA		From	Dead End/						NA			NA		
				To	SR-00100(B)/											
784	0.12	750	R	From	77-611						NA			NA		1999
				To	FR-47											
784	0.05	30	R	From	0.05 MN FR-47						NA			NA		1999
				To	Dead End											
784	0.20	20	R	From	Dead End						NA			NA		03/26/2002
				To	Dead End											
785	0.40	60	R	From	Dead End						NA			NA		03/07/2002
				To	77-664											
786	0.35	60	R	From	Dead End						NA			NA		02/27/2002
				To	77-710											
787	1.10	390	R	From	77-644						NA			NA		03/26/2002
				To	77-611											
788	0.90	120	R	From	Dead End						NA			NA		1999
				To	77-644											
789	0.10	NA		From	77-00624(B)/						NA			NA		
				To	Dead End/											
790	0.55	300	R	From	SR 100						NA			NA		02/25/2002
				To	Dead End											
791	0.12	50	R	From	77-649						NA			NA		03/05/2002
				To	Dead End											
792	0.70	45	R	From	Dead End						NA			NA		03/05/2002
				To	77-738 SOUTH											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
792	0.30	50	R	From:	77-738 SOUTH						NA			NA		03/05/2002
				To:	77-738 NORTH											
793	0.51	270	R	From:	77-738						NA			NA		03/05/2002
				To:	77-639											
794	0.20	60	R	From:	77-738 SOUTH						NA			NA		1999
				To:	77-738 NORTH											
795	0.25	50	R	From:	Dead End						NA			NA		02/27/2002
				To:	77-710											
796	0.30	80	R	From:	Dead End						NA			NA		02/27/2002
				To:	FR-64											
797	0.20	200	R	From:	SR 100						NA			NA		02/25/2002
				To:	77-809											
797	0.20	20	R	From:							NA			NA		02/25/2002
				To:	Dead End											
798	1.66	280	R	From:	Dead End						NA			NA		03/28/2002
				To:	77-624											
798	0.38	420	F	95%	0%	1%	4%	0%	0%	C	0.098	F	0.682	420	F	2002
				To:	77-626											
799	1.40	320	R	From:	Dead End						NA			NA		1999
				To:	77-611											
800	0.40	20	R	From:	77-693						NA			NA		02/21/2002
				To:	Dead End											
801	0.27	20	R	From:	Dead End						NA			NA		03/26/2002
				To:	77-815											
801	0.18	90	R	From:							NA			NA		03/26/2002
				To:	FR-65											
802	0.06	20	R	From:	77-605						NA			NA		03/07/2002
				To:	Dead End											
803	0.50	20	R	From:	Dead End						NA			NA		03/07/2002
				To:	77-672											
805	0.20	20	R	From:	Dead End						NA			NA		02/25/2002
				To:	0.20 ME Dead End											
805	0.65	45	R	From:							NA			NA		02/25/2002
				To:	SR 99; 77-769											
806	0.60	340	R	From:	Dead End						NA			NA		1999
				To:	77-660											
807	0.85	50	R	From:	77-643						NA			NA		03/20/2002
				To:	77-1132											
807	0.40	80	R	From:							NA			NA		03/20/2002
				To:	0.40 MN 77-1132											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
(807)	0.05	80	R	From	0.40 MN 77-1132						NA			NA		1999
				To	US 11											
(808)	0.66	110	R	From	Cul-de-Sac						NA			NA		03/26/2002
				To	77-660											
(809)	0.29	120	R	From	Dead End						NA			NA		02/25/2002
				To	77-797											
(810)	0.87	60	R	From	77-640						NA			NA		03/05/2002
				To	Cul-de-Sac											
(811)	0.23	110	R	From	77-661						NA			NA		03/26/2002
				To	Dead End											
(812)	0.19	1800	R	From	77-814						NA			NA		1999
				To	77-813											
(812)	0.22	3900	R	From							NA			NA		1999
				To	77-643											
(813)	0.21	520	R	From	77-812						NA			NA		1999
				To	Dead End											
(814)	0.13	360	R	From	77-812						NA			NA		1999
				To	Dead End											
(815)	0.10	45	R	From	Dead End						NA			NA		03/26/2002
				To	0.11 MN Dead End											
(815)	0.28	45	R	From							NA			NA		03/26/2002
				To	77-801											
(816)	0.59	NA		From	77-00679(B)/						NA			NA		
				To	Cul-de-Sac/											
(817)	0.07	30	R	From	Dead End						NA			NA		03/26/2002
				To	77-747											
(819)	0.52	270	R	From	Dead End						NA			NA		1999
				To	77-605											
(820)	0.12	40	R	From	Dead End						NA			NA		03/07/2002
				To	77-605											
(822)	0.50	20	R	From	Dead End						NA			NA		02/27/2002
				To	SR 100											
(823)	0.59	NA		From	77-00683(B)/						NA			NA		
				To	Shadow of: 734469/											
(825)	0.54	20	R	From	Dead End						NA			NA		02/27/2002
				To	77-710											
(826)	0.45	130	R	From	Dead End						NA			NA		02/27/2002
				To	77-710											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
2Axle 3+Axle 1Trail 2Trail																	
Pulaski County																	
(827)	0.08	NA				From:	77-00698(B)/					NA			NA		
						To:	77-00828(R)/										
(828)	0.07	NA				From:	77-00827(R)/					NA			NA		
						To:	Cul-de-Sac/										
(830)	0.85	50	R			From:	Dead End					NA			NA		03/13/2002
						To:	77-606										
(831)	0.07	NA				From:	Dead End/					NA			NA		
						To:	77-00757(B)/										
(835)	0.30	30	R			From:	77-654					NA			NA		02/21/2002
						To:	Dead End										
(836)	0.20	70	R			From:	77-835					NA			NA		02/21/2002
						To:	Dead End										
(838)	0.04	NA				From:	77-658					NA			NA		
						To:	77-651										
(839)	0.07	200	R			From:	77-658					NA			NA		1999
						To:	Dead End										
(840)	0.13	100	R			From:	77-651					NA			NA		1999
						To:	77-842										
(840)	0.05	40	R			From:	77-842					NA			NA		1999
						To:	77-841										
(840)	0.41	20	R			From:	77-841					NA			NA		1999
						To:	Dead End										
(841)	0.25	20	R			From:	77-840					NA			NA		1999
						To:	Cul-de-Sac										
(842)	0.35	30	R			From:	77-840					NA			NA		1999
						To:	Dead End										
(850)	1.05	420	R			From:	FR-44					NA			NA		03/07/2002
						To:	Cul-de-Sac										
(851)	0.08	NA				From:	77-00850(B)/					NA			NA		
						To:	Dead End/										
(852)	0.09	NA				From:	77-00850(B)/					NA			NA		
						To:	Cul-de-Sac/										
(1000)	0.24	60	R			From:	Cul-de-Sac					NA			NA		1986
						To:	77-1027										
Town of Dublin																	
(1001)	0.12	280	R			From:	77-1002					NA			NA		1986
						To:	77-1004 WEST										
(1001)	0.02	300	R			From:	77-1004 WEST					NA			NA		1986
						To:	77-1004 EAST										

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Dublin																
(1001)	0.08	420	R	From	77-1004 EAST					NA			NA			1995
				To	77-746											
(1002)	0.07	480	R	From	77-1003					NA			NA			1995
				To	77-1001											
(1002)	0.05	250	R	From	77-1009					NA			NA			1986
				To	77-1009											
(1003)	0.05	810	R	From	SR 100					NA			NA			1995
				To	77-1002											
(1003)	0.13	420	R	From	77-1004					NA			NA			1986
				To	77-1004											
(1004)	0.09	760	R	From	US 11					NA			NA			1986
				To	77-1013											
(1004)	0.07	600	R	From	77-1005					NA			NA			1986
				To	77-1005											
(1004)	0.08	550	R	From	77-1003					NA			NA			1995
				To	77-1003											
(1004)	0.08	290	R	From	77-1001					NA			NA			1986
				To	77-1001											
(1004)	0.04	810	R	From	77-1009					NA			NA			1995
				To	77-1009											
(1005)	0.13	220	R	From	Dead End					NA			NA			1986
				To	77-1004											
(1005)	0.08	600	R	From	77-746					NA			NA			1995
				To	77-746											
(1005)	0.12	1400	R	From	77-1023					NA			NA			1995
				To	77-1023											
(1005)	0.01	960	R	From	77-1015					NA			NA			1986
				To	77-1015											
(1005)	0.15	1100	R	From	77-1033					NA			NA			1995
				To	77-1033											
(1005)	0.10	840	R	From	77-1016					NA			NA			1986
				To	77-1016											
(1005)	0.02	1000	R	From	77-1083					NA			NA			1995
				To	77-1083											
(1005)	0.13	700	R	From	77-1024					NA			NA			1986
				To	77-633											
(1006)	0.06	240	R	From	77-688					NA			NA			1995
				To	77-1007 SOUTH											
(1006)	0.02	440	R	From	77-1007 NORTH					NA			NA			1986
				To	77-1007 NORTH											
(1006)	0.08	500	R	From	Dead End					NA			NA			1995
				To	Dead End											
(1007)	0.10	340	R	From	77-1011					NA			NA			1986
				To	77-1012											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
-----2Axle 3+Axle 1Trail 2Trail-----																
<b>Town of Dublin</b>																
(1007)	0.03	520	R	From	77-1012						NA			NA		1986
(1007)	0.07	690	R	To	77-1034						NA			NA		1995
(1007)	0.21	500	R	From	77-1010						NA			NA		1986
(1007)	0.04	320	R	To	77-1006						NA			NA		1986
(1007)	0.05	80	R	From	77-1008						NA			NA		1995
(1007)	0.10	130	R	To	77-632						NA			NA		1986
(1007)	0.06	210	R	From	77-1031						NA			NA		1986
(1007)	0.06	160	R	To	77-1035						NA			NA		1986
				To	77-1038											
(1008)	0.09	80	R	From	77-688						NA			NA		1995
				To	77-1007											
(1009)	0.12	200	R	From	77-1002						NA			NA		1995
				To	77-1004											
(1010)	0.13	280	R	From	SCL Dublin						NA			NA		1995
(1010)	0.15	750	R	To	77-1007						NA			NA		1995
				To	77-747											
(1011)	0.03	600	R	From	77-747						NA			NA		1995
(1011)	0.05	430	R	To	77-707						NA			NA		1986
				To	77-1007											
(1012)	0.03	270	R	From	77-1007						NA			NA		1986
(1012)	0.06	280	R	To	77-707						NA			NA		1995
(1012)	0.08	370	R	To	77-706						NA			NA		1986
				To	77-747											
(1013)	0.08	150	R	From	77-1004						NA			NA		1995
				To	77-746											
(1014)	0.10	410	R	From	US 11						NA			NA		1995
(1014)	0.23	240	R	To	77-1015						NA			NA		1995
				To	77-1016											
(1015)	0.06	300	R	From	77-1014						NA			NA		1995
(1015)	0.09	180	R	To	77-1022						NA			NA		1995
				To	77-1005											



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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
2Axle 3+Axle 1Trail 2Trail																
Town of Dublin																
1016	0.06	600	R	From	77-1014						NA			NA		1995
1016	0.09	350	R	To	77-1022						NA			NA		1995
				From	77-1005											
Pulaski County																
1017	0.15	70	R	From	77-633						NA			NA		1995
				To	Dead End											
1018	0.15	100	R	From	77-633						NA			NA		1995
				To	Dead End											
1019	0.06	140	R	From	77-1021						NA			NA		1999
1019	0.19	160	R	To	77-1020						NA			NA		1999
1019	0.15	260	R	From	77-1080						NA			NA		1999
				To	77-682											
1020	0.07	90	R	From	77-1019						NA			NA		1999
				To	77-682											
1021	0.32	960	R	From	77-683						NA			NA		1999
1021	0.06	790	R	To	77-1019						NA			NA		1999
				To	77-682											
Town of Dublin																
1022	0.10	90	R	From	Dead End						NA			NA		1995
1022	0.24	160	R	To	77-1015						NA			NA		1995
				To	77-1016											
1023	0.10	500	R	From	77-1005						NA			NA		1995
1023	0.05	200	R	To	77-1049						NA			NA		1995
				To	77-1025											
1024	0.04	290	R	From	77-1005						NA			NA		1995
1024	0.04	240	R	To	77-1049						NA			NA		1995
				To	NCL Dublin											
Pulaski County																
1024	0.12	90	R	From	NCL Dublin						NA			NA		1986
				To	Cul-de-Sac											
Town of Dublin																
1025	0.05	270	R	From	Dead End						NA			NA		1995
				To	77-1023											
Pulaski County																
1026	0.15	160	R	From	77-635						NA			NA		1995
				To	WCL Dublin											

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Dublin																
1026	0.07	1100	R	From	WCL Dublin						NA			NA		1995
				To												
1026	0.07	980	R	From	SR 100						NA			NA		1986
				To												
				To	77-747											
Pulaski County																
1027	0.10	300	R	From	77-1029						NA			NA		1986
				To												
1027	0.20	390	R	From	77-1000						NA			NA		1995
				To												
				To	SR 100											
1028	0.30	260	R	From	77-1029						NA			NA		1995
				To												
				To	SR 100											
1029	0.30	110	R	From	77-1028						NA			NA		1995
				To												
				To	77-1027											
1030	0.05	3300	R	From	SR 100						NA			NA		1995
				To												
1030	0.31	2500	R	From	77-1050						NA			NA		1989
				To												
1030	0.84	2200	R	From	77-1053						NA			NA		1995
				To												
1030	0.40	580	R	From	77-1036						NA			NA		1986
				To												
				To	77-632											
Town of Dublin																
1031	0.12	260	R	From	77-632						NA			NA		1986
				To												
1031	0.06	360	R	From	77-1007						NA			NA		1995
				To												
1031	0.04	560	R	From	77-1032						NA			NA		1986
				To												
1031	0.08	460	R	From	77-1037						NA			NA		1995
				To												
				To	77-747											
1032	0.10	40	R	From	77-632						NA			NA		1995
				To												
				To	77-1031											
1033	0.05	30	R	From	Dead End						NA			NA		1995
				To												
				To	77-1005											
Pulaski County																
1034	0.04	6	R	From	Cul-de-Sac						NA			NA		1995
				To												
1034	0.07	150	R	From	77-1052						NA			NA		1995
				To												
1034	0.01	540	R	From	77-1051						NA			NA		1986
				To												
				To	SCL Dublin											
Town of Dublin																
1034	0.05	540	N	From	SCL Dublin						NA			0	N	1986
				To												
				To	77-1050											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
2Axle 3+Axle 1Trail 2Trail																
Town of Dublin																
1034	0.09	650	R	From	77-1050						NA			NA		1995
				To	77-1007											
1035	0.11	120	R	From	77-632						NA			NA		1995
				To	77-1007											
1035	0.15	100	R	From	77-1007						NA			NA		1995
				To	77-1037											
Pulaski County																
1036	0.16	450	R	From	77-632						NA			NA		1995
				To	77-1030											
Town of Dublin																
1037	0.07	NA		From	77-632						NA			NA		
				To	77-1031											
1037	0.08	120	R	From	77-1031						NA			NA		1995
				To	77-1035											
1037	0.07	150	R	From	77-1035						NA			NA		1986
				To	77-1038											
1038	0.11	140	R	From	77-632						NA			NA		1995
				To	77-1007											
1038	0.17	180	R	From	77-1007						NA			NA		1986
				To	77-1037											
Pulaski County																
1039	0.11	100	R	From	77-611						NA			NA		1999
				To	77-1040											
1039	0.22	70	R	From	77-1040						NA			NA		1999
				To	Dead End											
1040	0.07	20	R	From	Dead End						NA			NA		1999
				To	77-1039											
1041	0.06	130	R	From	77-1059						NA			NA		1995
				To	77-1043											
1041	0.05	450	R	From	77-1043						NA			NA		1995
				To	77-1042											
1041	0.08	540	R	From	77-1042						NA			NA		1995
				To	77-747											
1042	0.04	20	R	From	Dead End						NA			NA		1995
				To	77-1058											
1042	0.09	60	R	From	77-1058						NA			NA		1995
				To	77-1059											
1042	0.06	45	R	From	77-1059						NA			NA		1986
				To	77-1043											
1042	0.13	100	R	From	77-1043						NA			NA		1995
				To	77-1041											
1043	0.08	260	R	From	77-1059						NA			NA		1995
				To	77-1041											
1043	0.07	100	R	From	77-1041						NA			NA		1995
				To	77-1042											

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2Axle 3+Axle 1Trail 2Trail																
Pulaski County																
(1044)	0.06	160	R	From	77-643						NA			NA		1999
(1044)	0.42	90	R	To	BEGIN LOOP						NA			NA		1999
				From	END LOOP											
(1045)	0.05	140	R	To	77-1047						NA			NA		1995
(1045)	0.10	390	R	From	77-1046						NA			NA		1995
				To	77-617											
(1046)	0.10	50	R	From	Dead End						NA			NA		1995
(1046)	0.17	290	R	To	77-633						NA			NA		1995
(1046)	0.23	170	R	From	77-1048						NA			NA		1986
				To	77-1045											
(1047)	0.22	100	R	From	77-1048						NA			NA		1995
				To	77-1045											
(1048)	0.43	610	R	From	US 11						NA			NA		1995
(1048)	0.07	250	R	To	77-1046						NA			NA		1995
				From	77-1047											
Town of Dublin																
(1049)	0.25	200	R	From	77-1023						NA			NA		1995
(1049)	0.15	120	R	To	77-1083						NA			NA		1995
				From	77-1024											
Pulaski County																
(1050)	0.02	610	R	From	77-1030						NA			NA		1995
				To	SCL Dublin											
Town of Dublin																
(1050)	0.13	430	R	From	SCL Dublin						NA			NA		1993
				To	SCL Dublin											
Pulaski County																
(1050)	0.17	250	R	From	SCL Dublin						NA			NA		1986
				To	77-1034											
(1051)	0.18	360	R	From	77-1034						NA			NA		1995
(1051)	0.18	360	R	To	77-1053						NA			NA		1995
				From	Cul-de-Sac											
(1052)	0.11	110	R	To	77-1034						NA			NA		1995
				From	77-1053											
(1053)	0.02	900	R	From	77-1030						NA			NA		1995
(1053)	0.06	630	R	To	77-1054						NA			NA		1986
				From	77-1055											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
-----2Axle 3+Axle 1Trail 2Trail-----																
<b>Pulaski County</b>																
(1053)	0.06	710	R	From	77-1055						NA			NA		1995
(1053)	0.04	680	R	To	77-1056						NA			NA		1986
(1053)	0.02	470	R	From	77-1052						NA			NA		1986
(1053)	0.07	480	R	To	77-1057						NA			NA		1995
				From	77-1051											
(1054)	0.24	200	R	From	77-1053						NA			NA		1995
				To	Cul-de-Sac											
(1055)	0.22	300	R	From	77-1053						NA			NA		1995
				To	Cul-de-Sac											
(1056)	0.20	270	R	From	77-1053						NA			NA		1995
				To	Cul-de-Sac											
(1057)	0.19	200	R	From	77-1053						NA			NA		1995
				To	Cul-de-Sac											
(1058)	0.09	20	R	From	77-1059						NA			NA		1995
				To	77-1042											
(1059)	0.34	200	R	From	77-1043						NA			NA		1995
(1059)	0.10	210	R	To	77-1058						NA			NA		1986
(1059)	0.06	20	R	From	77-1041						NA			NA		1995
				To	77-1042											
(1060)	0.12	300	R	From	Dead End						NA			NA		1999
				To	77-611											
(1061)	0.11	1300	R	From	US 11						NA			NA		1995
(1061)	0.05	1400	R	To	77-1062						NA			NA		1986
				To	77-1063											
(1062)	0.30	210	R	From	77-1061						NA			NA		1986
(1062)	0.06	240	R	To	77-1063						NA			NA		1986
(1062)	0.06	210	R	From	77-1066						NA			NA		1986
(1062)	0.06	170	R	To	77-1067						NA			NA		1986
(1062)	0.06	150	R	From	77-1068						NA			NA		1986
(1062)	0.15	380	R	To	77-1069						NA			NA		1995
				To	77-617											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
-----2Axle 3+Axle 1Trail 2Trail-----																
<b>Pulaski County</b>																
(1063)	0.16	160	R	From	77-1062						NA			NA		1995
(1063)	0.06	1200	R	To	77-1065						NA			NA		1986
(1063)	0.02	870	R	From	77-1064						NA			NA		1995
(1063)	0.25	100	R	To	77-1061						NA			NA		1995
				From	77-617											
(1064)	0.23	90	R	To	77-1063						NA			NA		1995
				From	77-617											
(1065)	0.18	90	R	To	77-1070						NA			NA		1986
(1065)	0.12	130	R	From	77-1071						NA			NA		1986
(1065)	0.12	240	R	To	77-1079						NA			NA		1995
(1065)	0.02	470	R	From	77-617						NA			NA		1995
(1065)	0.06	310	R	To	77-1069						NA			NA		1986
(1065)	0.06	360	R	From	77-1068						NA			NA		1986
(1065)	0.06	430	R	To	77-1067						NA			NA		1995
(1065)	0.06	340	R	From	77-1066						NA			NA		1986
				To	77-1063											
(1066)	0.18	90	R	From	77-1065						NA			NA		1986
				To	77-1062											
(1067)	0.19	80	R	From	77-1065						NA			NA		1986
				To	77-1062											
(1068)	0.21	180	R	From	77-1065						NA			NA		1986
				To	77-1062											
(1069)	0.24	160	R	From	77-1065						NA			NA		1986
				To	77-1062											
(1070)	0.10	390	R	From	77-617						NA			NA		1986
(1070)	0.30	100	R	To	77-1065						NA			NA		1986
(1070)	0.12	80	R	From	77-1071						NA			NA		1993
				To	77-1079											
(1071)	0.07	45	R	From	77-1065						NA			NA		1986
				To	77-1070											
(1072)	0.20	100	R	From	77-1078						NA			NA		1986
				To	77-617											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
2Axle 3+Axle 1Trail 2Trail																
Pulaski County																
1073	0.18	80	R	From	77-1078						NA			NA		1986
				To	77-617											
1074	0.15	47	R	From	77-1078						NA			NA		1986
				To	77-617											
1075	0.16	80	R	From	77-643						NA			NA		1999
				To	Cul-de-Sac											
1076	0.06	400	R	From	SR 100						NA			NA		1986
				To	77-1077 WEST											
1076	0.12	80	R	From	77-1077 WEST						NA			NA		1986
				To	77-1077 EAST											
1077	0.23	47	R	From	77-1076 WEST						NA			NA		1986
				To	77-1076 EAST											
1077	0.25	50	R	From	77-1076 EAST						NA			NA		1986
				To	77-1076 WEST											
1078	0.05	30	R	From	77-1074						NA			NA		1986
				To	77-1073											
1078	0.06	40	R	From	77-1073						NA			NA		1986
				To	77-1072											
1079	0.06	120	R	From	77-1065						NA			NA		1986
				To	77-1070											
1079	0.05	100	R	From	77-1070						NA			NA		1986
				To	77-1081											
1080	0.15	40	R	From	Dead End						NA			NA		1999
				To	77-1019											
1081	0.15	70	R	From	Dead End						NA			NA		1986
				To	77-1079											
1081	0.13	40	R	From	77-1079						NA			NA		1986
				To	Dead End											
1082	0.21	70	R	From	US 11						NA			NA		1986
				To	Dead End											
Town of Dublin																
1083	0.07	400	R	From	77-1005						NA			NA		1986
				To	77-1049											
1083	0.06	370	R	From	77-1049						NA			NA		1986
				To	NCL Dublin; Gap Terminus											
Pulaski County																
1083	0.13	360	R	From	NCL Dublin; Gap Terminus						NA			NA		1986
				To	Dead End											
1084	0.20	50	R	From	77-635						NA			NA		1986
				To	Dead End											
1085	0.09	650	R	From	US 11						NA			NA		1986
				To	77-1086 SOUTH											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
(1085)	0.08	520	R	From	77-1086 SOUTH						NA			NA		1986
(1085)	0.07	130	R	To	77-1088						NA			NA		1986
(1085)	0.07	110	R	From	77-1087						NA			NA		1986
(1085)	0.17	410	R	To	77-1086 NORTH						NA			NA		1993
				To	77-1062											
(1086)	0.55	160	R	From	77-1085 SOUTH						NA			NA		1986
(1086)	0.30	70	R	To	77-1087						NA			NA		1986
				To	77-1085 NORTH											
(1087)	0.07	100	R	From	77-1085						NA			NA		1986
(1087)	0.17	100	R	To	77-1089						NA			NA		1986
				To	77-1086											
(1088)	0.06	40	R	From	77-1085						NA			NA		1986
				To	Cul-de-Sac											
(1089)	0.09	60	R	From	Cul-de-Sac						NA			NA		1986
				To	77-1087											
(1090)	0.13	600	R	From	77-1051						NA			NA		03/28/2002
				To	SCL Dublin											
Town of Dublin																
(1090)	0.13	600	R	From	SCL Dublin						NA			NA		03/28/2002
				To	77-688; 77-1006											
Pulaski County																
(1091)	0.11	290	R	From	Dead End						NA			NA		1993
				To	SR 100											
(1092)	0.15	40	R	From	77-1021						NA			NA		1999
				To	Cul-de-Sac											
(1093)	0.30	50	R	From	77-1028						NA			NA		03/20/2002
				To	77-1027											
Town of Dublin																
(1094)	0.02	NA		From	77-01023(B)/						NA			NA		
				To	Dead End/											
Pulaski County																
(1095)	0.25	NA		From	Dead End/						NA			NA		
				To	77-01084(R)/											
Town of Dublin																
(1097)	0.04	1600	R	From	SR 100; 77-682						NA			NA		1999
(1097)	0.11	350	R	To	77-1098						NA			NA		1999
				To	Dead End											



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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Dublin																
(1098)	0.09	940	R	From:	77-682						NA			NA		1999
(1098)	0.18	1000	R	To:	77-1097						NA			NA		1999
				From:	SR 100											
Pulaski County																
(1099)	0.08	40	R	From:	77-632						NA			NA		1995
				To:	Dead End											
(1101)	0.10	48	R	From:	77-643						NA			NA		1999
				To:	77-1103											
(1102)	0.10	180	R	From:	77-643						NA			NA		1999
				To:	77-1103											
(1103)	0.08	50	R	From:	Dead End						NA			NA		1999
(1103)	0.12	80	R	To:	77-1102						NA			NA		1999
				To:	77-1101											
(1104)	0.11	80	R	From:	77-643						NA			NA		1999
				To:	Dead End											
(1105)	0.20	130	R	From:	77-643						NA			NA		1999
				To:	US 11											
(1106)	0.09	70	R	From:	77-1108						NA			NA		1999
				To:	77-643											
(1107)	0.07	40	R	From:	77-1108						NA			NA		1999
				To:	77-643											
(1108)	0.04	50	R	From:	77-1107						NA			NA		1999
				To:	77-1106											
(1109)	0.16	20	R	From:	US 11						NA			NA		1999
				To:	Dead End											
(1110)	0.06	170	R	From:	77-636						NA			NA		1999
				To:	77-1111											
(1111)	0.08	160	R	From:	77-1112						NA			NA		1999
(1111)	0.08	10	R	To:	77-1110						NA			NA		1999
				To:	Dead End											
(1112)	0.07	120	R	From:	77-1111						NA			NA		1999
				To:	77-1113											
(1113)	0.16	100	R	From:	77-1112						NA			NA		1999
				To:	Dead End											
(1117)	0.64	100	R	From:	77-643						NA			NA		03/20/2002
				To:	Cul-de-Sac											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
(1118)	0.13	48	R	From	Dead End						NA			NA		1993
				To	77-738											
(1119)	0.10	48	R	From	Dead End						NA			NA		1995
				To	77-738											
(1120)	0.13	450	R	From	77-611 WEST						NA			NA		1999
				To	77-1123											
(1120)	0.25	100	R	From							NA			NA		1999
				To	77-1122											
(1120)	0.20	220	R	From							NA			NA		1999
				To	77-1121											
(1120)	0.18	460	R	From							NA			NA		1999
				To	77-611 EAST											
(1121)	0.25	120	R	From	77-1123						NA			NA		1999
				To	77-1122											
(1121)	0.25	120	R	From							NA			NA		1999
				To	77-1124											
(1121)	0.06	240	R	From							NA			NA		1999
				To	77-1120											
(1122)	0.06	30	R	From	77-1121						NA			NA		1999
				To	77-1124											
(1122)	0.06	80	R	From							NA			NA		1999
				To	77-1120											
(1123)	0.10	10	R	From	Cul-de-Sac						NA			NA		1999
				To	77-1121											
(1123)	0.08	150	R	From							NA			NA		1999
				To	77-1124											
(1123)	0.06	280	R	From							NA			NA		1999
				To	77-1120											
(1124)	0.25	100	R	From	77-1123						NA			NA		1999
				To	77-1122											
(1124)	0.20	100	R	From							NA			NA		1999
				To	77-1121											
(1127)	0.30	40	R	From	Dead End						NA			NA		02/25/2002
				To	77-672											
(1128)	0.09	6	R	From	Dead End						NA			NA		02/25/2002
				To	77-1127											
(1129)	0.07	20	R	From	Cul-de-Sac						NA			NA		1999
				To	77-1131											
(1131)	0.08	60	R	From	Cul-de-Sac						NA			NA		1999
				To	77-1132											
(1131)	0.29	160	R	From							NA			NA		1999
				To	77-1129											

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						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
(1131)	0.10	360	R	From	77-1129						NA			NA		1999
(1131)	0.15	630	R	To	77-1133						NA			NA		1999
				To	77-643											
(1132)	0.13	70	R	From	77-807						NA			NA		1999
				To	77-1131											
(1133)	0.04	300	R	From	77-1131						NA			NA		1999
(1133)	0.09	150	R	To	77-1134						NA			NA		1999
(1133)	0.06	80	R	To	77-1139						NA			NA		1999
(1133)	0.08	40	R	To	77-1134						NA			NA		1999
				To	Cul-de-Sac											
(1134)	0.22	80	R	From	77-1133						NA			NA		1999
				To	77-1133											
(1135)	0.28	80	R	From	77-647						NA			NA		1999
				To	77-744											
(1136)	0.20	40	R	From	77-744						NA			NA		1999
				To	Dead End											
(1137)	0.11	48	R	From	Dead End						NA			NA		1999
				To	77-1131											
(1138)	0.14	NA		From	Cul-de-Sac						NA			NA		
				To	77-807											
(1139)	0.07	20	R	From	Cul-de-Sac						NA			NA		1999
				To	77-1133											
(1140)	0.11	80	R	From	77-636						NA			NA		1986
				To	Dead End											
(1141)	0.12	80	R	From	77-636						NA			NA		1999
				To	77-1142											
(1142)	0.04	10	R	From	Dead End						NA			NA		1999
(1142)	0.07	40	R	To	77-1143						NA			NA		1999
				To	77-1141											
(1143)	0.11	70	R	From	77-636						NA			NA		1999
				To	77-1142											
(1144)	0.30	30	R	From	BEGIN LOOP						NA			NA		1993
				To	END LOOP											
(1144)	0.03	30	R	From	END LOOP						NA			NA		1993
				To	NCL Pulaski											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pulaski County																
(1145)	0.55	20	R	From	77-636					NA				NA		1986
				To	77-636											
(1146)	0.37	NA		From	Cul-de-Sac/					NA				NA		
				To	77-01145(B)/											
(1147)	0.10	30	R	From	77-1131					NA				NA		1999
				To	Dead End											
(1200)	0.57	130	R	From	SR 114					NA				NA		1993
				To	Dead End											
(1201)	0.07	70	R	From	77-1203					NA				NA		1986
				To	77-1202											
(1201)	0.03	200	R	From	77-1202					NA				NA		1986
				To	US 11											
(1202)	0.11	120	R	From	Dead End					NA				NA		1986
				To	77-1201											
(1203)	0.06	40	R	From	Dead End					NA				NA		1986
				To	77-1201											
(1204)	0.17	90	R	From	77-621					NA				NA		1986
				To	77-679											
(1205)	0.09	20	R	From	Dead End					NA				NA		1986
				To	77-1210											
(1205)	0.06	310	R	From	77-1210					NA				NA		1986
				To	77-1207											
(1205)	0.35	360	R	From	77-1207					NA				NA		1986
				To	77-600											
(1206)	0.05	80	R	From	77-600					NA				NA		1986
				To	77-754											
(1206)	0.07	100	R	From	77-754					NA				NA		1986
				To	77-765											
(1207)	0.11	50	R	From	77-1205					NA				NA		1986
				To	Dead End											
(1208)	0.17	180	R	From	US 11					NA				NA		1986
				To	Dead End											
(1209)	0.09	240	R	From	SR 114					NA				NA		1986
				To	77-1230											
(1209)	0.06	180	R	From	77-1230					NA				NA		1986
				To	Cul-de-Sac											
(1210)	0.09	30	R	From	Dead End					NA				NA		1986
				To	77-1211											
(1210)	0.06	260	R	From	77-1211					NA				NA		1986
				To	77-1205											

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						2Axle	3+Axle	1Trail	2Trail							
Pulaski County																
1211	0.06	30	R	From	77-1210					NA	NA	1986				
				To	Cul-de-Sac											
1212	0.17	50	R	From	Dead End					NA	NA	1986				
				To	US 11											
1213	0.06	40	R	From	Dead End					NA	NA	1989				
				To	77-624											
1214	0.20	NA		From	SR 114					NA	NA					
				To	Dead End											
1215	0.23	40	R	From	77-600					NA	NA	1986				
				To	Cul-de-Sac											
1218	0.63	NA		From	77-679					NA	NA					
				To	Cul-de-Sac											
1220	0.30	110	R	From	77-600					NA	NA	1986				
				To	Cul-de-Sac											
1225	0.30	190	R	From	77-623					NA	NA	1993				
				To	77-1226											
1226	0.11	40	R	From	Dead End					NA	NA	1993				
				To	77-1227											
1226	0.21	130	R	From	77-1228					NA	NA	1993				
				To	77-1228											
1226	0.10	180	R	From	77-1225					NA	NA	1993				
				To	77-1225											
1226	0.15	20	R	From	77-1225					NA	NA	1993				
				To	Cul-de-Sac											
1227	0.09	40	R	From	Cul-de-Sac					NA	NA	1993				
				To	77-1226											
1228	0.37	50	R	From	77-1226					NA	NA	1993				
				To	Cul-de-Sac											
1230	0.11	40	R	From	Dead End					NA	NA	1986				
				To	77-1209											
1230	0.06	80	R	From	77-1231					NA	NA	1986				
				To	77-1231											
1231	0.23	70	R	From	Cul-de-Sac					NA	NA	1986				
				To	77-1230											
1240	0.26	60	R	From	Cul-de-Sac					NA	NA	1999				
				To	77-1241											
1240	0.16	170	R	From	77-671					NA	NA	1999				
				To	77-671											
1241	0.20	80	R	From	Cul-de-Sac					NA	NA	1999				
				To	77-1240											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
2Axle 3+Axle 1Trail 2Trail																
Pulaski County																
(1301)	0.07	250	R	From	77-654						NA			NA		1999
(1301)	0.07	180	R	To	77-1303						NA			NA		1999
(1301)	0.07	90	R	From	77-1302						NA			NA		1999
				To	77-1304											
(1302)	0.12	70	R	From	Cul-de-Sac						NA			NA		1999
(1302)	0.10	30	R	To	77-1301						NA			NA		1999
				To	77-1303											
(1303)	0.11	20	R	From	Dead End						NA			NA		1999
(1303)	0.17	100	R	To	77-1301						NA			NA		1999
(1303)	0.07	50	R	From	77-1302						NA			NA		1999
(1303)	0.19	20	R	To	77-1304						NA			NA		1999
				To	Dead End											
(1304)	0.14	40	R	From	Dead End						NA			NA		1999
(1304)	0.10	20	R	To	77-1301						NA			NA		1999
				To	77-1303											
(1310)	0.54	60	R	From	Cul-de-Sac						NA			NA		1999
				To	77-626											
(1401)	0.25	40	R	From	77-663						NA			NA		1999
				To	Cul-de-Sac											
(1402)	0.23	60	R	From	Dead End						NA			NA		1999
(1402)	0.12	70	R	To	77-1403 WEST						NA			NA		1999
(1402)	0.03	120	R	From	77-1403 EAST						NA			NA		1999
				To	77-663											
(1403)	0.35	50	R	From	77-1402						NA			NA		1999
				To	77-1402											
(9342)	0.85	3500	R	From	77-643						NA			NA		1991
				To	Pulaski High School											
Town of Dublin																
(9346)	0.05	170	R	From	77-1004						NA			NA		1986
(9346)	0.09	160	R	To	77-1001						NA			NA		1986
				To	77-746											
Pulaski County																
(9347)	0.05	250	R	From	FR-47						NA			NA		1991
				To	Draper Elem School											

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Pulaski County																
<div>9517</div>	0.09	150	R	From:	77-693						NA			NA		1986
				To:	77-693											
<div>9518</div>	0.07	120	R	From:	77-693						NA			NA		1991
				To:	Snowville Elem School											
<div>9519</div>	0.12	200	R	From:	77-611						NA			NA		1991
				To:	Newbern Elem School											
Town of Dublin																
<div>9520</div>	0.24	710	R	From:	77-746						NA			NA		1991
				To:	Dublin High School											
<div>9927</div>	0.26	1200	R	From:	Dublin Mid School						NA			NA		1991
				To:	77-632											
Pulaski County																
<div>712 9R</div>	0.05	40	R	From:	Pulaski County Line						NA			NA		11/27/2000
				To:	Dead End											
Town of Pulaski																
<div>4600 125</div>	Dora Hwy	0.22	2200	F	99%	0%	0%	0%	0%	C	0.088	F	0.507	2300	F	2002
					To:	Pierce Ave										
<div>4600 125</div>	Dora Hwy	0.96	1100	F	99%	0%	0%	0%	0%	F	0.089	F	0.507	1200	F	2002
					To:	Springer Ave										
<div>4600 125</div>	Dora Hwy	1.12	1200	F	98%	0%	1%	0%	0%	C	0.089	F	0.530	1300	F	2002
					To:	SR 99										
<div>4601 125</div>	Valley Rd	0.55	NA	From:	77-650 JB-125 SCL Pulaski						NA			NA		
				To:	Pulaski Street											
<div>4601 125</div>	Valley Rd	0.33	1100	F	99%	0%	0%	0%	0%	C	0.098	F	0.571	1200	F	2002
					To:	Commerce St										
<div>4601 125</div>	Valley Rd	0.13	NA	From:	125-4602; Commerce St						NA			NA		
				To:	SR 99 Randolph St											
<div>4602 125</div>	Case Knife Rd	0.58	650	F	98%	0%	1%	0%	1%	F	0.104	F	0.536	690	F	2002
					To:	Howard St										
<div>4602 125</div>	Howard St	0.21	910	F	98%	0%	1%	0%	1%	F	0.092	F	0.622	960	F	2002
					To:	Commerce St										
<div>4602 125</div>	Commerce St	0.69	2600	F	98%	0%	1%	0%	1%	F	0.087	F	0.547	2800	F	2002
					To:	Howard St										
<div>4602 125</div>	Commerce St	0.27	2400	F	98%	0%	1%	0%	1%	C	0.084	F	0.570	2600	F	2002
					To:	Valley Rd										
<div>4603 125</div>	Altoona St	0.32	1300	F	98%	1%	0%	0%	0%	C	0.088	F	0.55	1400	F	2002
					To:	NCL Pulaski										
<div>4604 125</div>	MT. Olivet Rd	0.28	1200	F	98%	0%	1%	1%	0%	F	0.104	F	0.602	1200	F	2002
					To:	Magazine St										
<div>4604 125</div>	Magazine St	0.13	1300	F	98%	0%	1%	1%	0%	F	0.102	F	0.626	1400	F	2002
					To:	Main St										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Pulaski																
<div>4604125</div>	Main St	0.08	1400	F	From:	Magazine St				C	0.093	F	0.591	1500	F	2002
					To:	Altoona Rd										
<div>4604125</div>	Main St	0.15	2900	F	From:	1%				F	0.087	F	0.582	3100	F	2002
					To:	SR 99 Randolph Ave										
<div>4607125</div>	Alum Spring Rd	0.57	2000	F	From:	Lee Highway US 11				C	0.104	F	0.602	2100	F	2002
					To:	NCL Pulaski										
<div>4608125</div>	Peppers Ferry Rd	1.10	2500	F	From:	US 11 Lee Hwv				F	0.098	F	0.545	2700	F	2002
					To:	Memorial Dr										
<div>4608125</div>	Peppers Ferry Rd	0.37	680	F	From:	1%				C	0.105	F	0.602	720	F	2002
					To:	Beth Scott Dr Old ECL										
<div>4608125</div>	Peppers Ferry Rd	1.22	660	F	From:	1%				F	0.118	F	0.534	700	F	2002
					To:	US 11 Lee Hwv										
<div>4609125</div>	Memorial Dr	1.21	8100	F	From:	Bob White Blvd				C	0.091	F	0.533	8600	F	2002
					To:	US11 Main St										
<div>4611125</div>	Bob White Blvd	0.39	8800	F	From:	Main St				C	0.097	F	0.586	9300	F	2002
					To:	Memorial Dr										
<div>4611125</div>	Bob White Blvd	0.36	6700	F	From:	1%				F	0.102	F	0.52	7100	F	2002
					To:	Peakland Rd										
<div>4611125</div>	Bob White Blvd	1.33	6000	F	From:	1%				F	0.107	F	0.626	6400	F	2002
					To:	NCL Pulaski										
5th St		3800	F	From:	Washington Ave					0.086	F		4000	F	2002	
	To:			Randolph Ave												
Hopkins Dr		180	F	From:	Grove Dr					0.107	F		190	F	2002	
	To:			Peppers Ferry Rd												
MacGill St		670	F	From:	Hill St					0.12	F		720	F	2002	
	To:			Dillon St												